

Change Summary - Current Outstanding Major Technical Problems J111-20 Engine 1 February 1962

Problem	Status Change Since 2 January 1962	Confidence Change Since 2 January 1962	Remarks Since 2 January 1962
25X1A			
I. Reliability:			
1. Hydraulic Pump	The pump described on 2 January failed at 13 hours Mach 3 mission endurance due to mechanical rather than material reasons. An additional pump with obsolete materials failed at 28 hours Mach 2 mission endurance believed due to test rig malfunction at [redacted]. A third pump is starting 43 mission endurance at [redacted] with a better but not ultimate material configuration.	No change since 2 Jan. Improved since 13 Dec. 1961	No additional confirmation of pump durability on engine endurance. Note [redacted] and [redacted] strongly impressed with necessity to focus on hardware & to be more compatible with 60 hour Mach 3 engine capability, and to accelerate bench endurance testing.
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2. Hydraulic System Flow Dynamics	Scope of problem felt to be narrowed from pump pulsation pressure peaks to interaction of sudden "on demand" requirements relative to pump controller response rate. Investigating this area, however, pressure peaks due to this interaction alone still insufficient to cause pipe rupture. No further pipe rupture during engine test reported since incorporation mechanical fittings and general system "leak-up."	Slightly improved but not confirmed.	Evident reduction in pipe rupture still not fully identified nor confirmed by engine endurance.
3. Plumbing - Mechanical Fittings	Hardware change-over to mechanical fittings proceeding satisfactorily. One mechanical fitting leak reported since 2 January.	Improved but not confirmed.	Evaluation on engine endurance required.

Approved For Release 2003/02/27 : CIA-RDP81B00879R001000080025-0

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A. Take-Off Performance			
1. Turbine Profile - Diffuser/Hummer Case	Since 2 January a set-back occurred wherein an improved profile obtained by diffuser modification proved inconsistent. Since this set-back improvement has again been established with repeatability on two engines. Circumferential temperature profile has been reduced in the hot spots with a spread above normal of 200°F. A radial profile tantamount to the ideal has been demonstrated. These improvements established on FI-113 and 114 with the diffuser/hummer case configuration described on Attachment #1 for engines FI-112, 113, 114. Indications point to the location of this problem to areas of low compressor inlet temperature with high power settings.	Improved but not confirmed.	Improvement not yet confirmed by endurance. With continued repeatability using this latest interim configuration sea level endurance is targeted for late February with engine FI-112 and/or FI-114. Since this interim fix may well cost performance, concurrent programs involving FI-113 and 111 will be run to evaluate performance and longer range production fixes.
2. Afterburner Performance	Although rig testing is continuing for the improvement of spraybars and nozzles, no additional 0-20 engine afterburning for resolution of the 11 deficiency has been run.	No change.	Engine test evaluation of the 5 ring spraybar results engine endurance so far precluded by the temperature profile problem.
3. Compressor Matching and Efficiency	Although rig testing evaluation of solid vs. honey-comb seals is in process, no real change in status as determined by engine performance evaluation is evident. Change in bleed bypass transition from Mach 2.6 down to 2.2 has extended the area of better than design calculated performance characteristic of bleed-on operation. This of course does not affect take-off.	No change.	Engine FI-113 (currently assigned temperature profile problem) performance calibration required. A long range development problem involving rotor geometry.
4. Thrust Balance & Turbine Cooling Airflow	Improved 9th stage compressor seal has eliminated the necessity for thrust balance air bleed. Turbine cooling airflow still required.	Improved	Further evaluation required on FI-113.
5. Turbine Matching and Efficiency	No immediate change. A long lead time preliminary redesign has been initiated to remedy the 25 deficiency.	No change.	A long range development problem involving rotor geometry. Probably not effective before the 40th delivery engine.

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C. Controls - Pratt and Whitney			
1. Valve and Piston Seizures	24 hours of integrated system sea level engine operation incorporating some hardened surfaces reveals no additional seizures. Insufficient production hardware deliveries have precluded further engine test.	Slightly Improved.	Initial production components have been delivered and are now on bench calibration prior to engine test evaluation.
2. Speed Schedule Inconsistency	The experience described above has demonstrated improvement.	Slight Improved.	Full evaluation of this problem and problem 1 above depends on engine mission environmental endurance using production components.
3. Exhaust Manifold Control Instability	All existing experimental and production units now incorporate the redesigned valve felt to have been the crux of this problem. 24 hours of integrated system engine test utilizing 4 different component combinations has demonstrated repeatable stability.	Improved.	Additional demonstration of repeatable stability on engine endurance with production components required.
4. Casting Quality As Affecting Production Component Deliveries	Production component deliveries continue to slip.	Decreased.	Detailed report forthcoming.

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Problem	Status Since 2 January 1962	Significant Change Since 2 January 1962	Remarks Since 2 January 1962
D. Durability			
1. Turbine Blades	All engines now incorporate new heavy weight turbine blade vibration dampers. No blade failures experienced with new dampers. A slow but continuing effort underway to extend blade life by inhibiting corrosion.	Improved	A long range program to increase blade life. Further endurance testing required.
2. Compressor Rotor	Initial testing with engines F4-114 and 115 incorporating bolted rotor has progressed satisfactorily. Seal durability testing has not been initiated.	Little change	F4-115 to run program to check durability under surge conditions. F4-114 to run mission endurance with bolted rotor. F4-1 upon rebuild to run endurance with strain gaged bolted rotor to evaluate stress levels.
3. Turbine Rotor	Continued receding inspection of light weight alloy turbine discs examined for number 7 delivery engine has revealed inconsistency in terms of yield and ductility for the five 1st stage discs reviewed. Two discs inspected out of a total of four 2nd stage discs show good properties.	No change	Delivery engines 1 through 6 receive the heavier alloy discs which show good properties as indicated on previous summary dated 2 January 1962.
4. Compressor Air Seal Diaphragms	Redesign incorporated in engines F4-112, 114, 115. Insufficient testing to evaluate.	No change	Engine endurance required.
5. Gearbox	Titanium remote gearbox on 40 has accumulated 16 hours endurance at 1" continuous misalignment. Test program is being delayed by difficulty with airframe alternator.	Improved	1" misalignment has been accepted by Lockheed (indicated at 4 January meeting). Trouble with airframe alternator may or may not be indicative of reliability of airframe electrical power source.
6. General Engine	No change	No change	Engine endurance testing which is sorely needed is expected to start in late February.
7. Engine Out-Heat Rejection	No change	No change	To be evaluated as part of flight test program.